

TABLE A—TEST FLEET DEFINITIONS—Continued

Veh. No.	Fuel system	Catalyst	Air injection	EGR	Tech. group	Manufacturer
3 .....	TBI .....	3W .....	No Air .....	EGR .....	3	GM.
4 .....	Multi .....	3W+OX .....	Air .....	EGR .....	4	Ford.
5 .....	Multi .....	3W .....	No Air .....	EGR .....	1	Honda.
6 .....	Multi .....	3W .....	No Air .....	No EGR .....	2	GM.
7 .....	TBI .....	3W .....	No Air .....	EGR .....	3	Chrysler.
8 .....	Multi .....	3W+OX .....	Air .....	EGR .....	4	GM.
9 .....	TBI .....	3W+OX .....	Air .....	EGR .....	7	Chrysler.
10 .....	Multi .....	3W .....	Air .....	EGR .....	5	Toyota.
11 .....	Multi .....	3W .....	No Air .....	EGR .....	1	Ford.
12 .....	Multi .....	3W .....	No Air .....	No EGR .....	2	Chrysler.
13 .....	Carb .....	3W+OX .....	Air .....	EGR .....	9	Toyota.
14 .....	TBI .....	3W .....	No Air .....	EGR .....	3	Ford.
15 .....	Multi .....	3W+OX .....	Air .....	EGR .....	4	GM.
16 .....	Multi .....	3W .....	No Air .....	EGR .....	1	Toyota.
17 .....	Multi .....	3W .....	No Air .....	No EGR .....	2	Mazda.
18 .....	TBI .....	3W .....	No Air .....	EGR .....	3	GM.
19 .....	Multi .....	3W+OX .....	Air .....	EGR .....	4	Ford.
20 .....	Multi .....	3W .....	No Air .....	EGR .....	1	Nissan.

TABLE B—TECH GROUP DEFINITIONS IN TABLE A

Tech group	Fuel system	Catalyst	Air injection	EGR
1 .....	Multi .....	3W .....	No Air .....	EGR.
2 .....	Multi .....	3W .....	No Air .....	No EGR.
3 .....	TBI .....	3W .....	No Air .....	EGR.
4 .....	Multi .....	3W+OX .....	Air .....	EGR.
5 .....	Multi .....	3W .....	Air .....	EGR.
6 .....	TBI .....	3W .....	Air .....	EGR.
7 .....	TBI .....	3W+OX .....	Air .....	EGR.
8 .....	TBI .....	3W .....	No Air .....	No EGR.
9 .....	Carb .....	3W+OX .....	Air .....	EGR.

**Legend:****Fuel system:**

Multi = Multi-point fuel injection  
TBI = Throttle body fuel injection  
Carb = Carburetted

**Catalyst:**

3W = 3-Way catalyst  
3W+OX = 3-Way catalyst plus an oxidation catalyst

**Air Injection:**

Air = Air injection

EGR = Exhaust gas recirculation

(2) Test vehicles for the higher emitter sub-fleet shall be selected from the in-use fleet in accordance with paragraphs (a) and (b) of this section and with § 80.59. Test vehicles for the higher emitter sub-fleet are not required to follow the pattern established in paragraph (d)(1) of this section.

(3) The minimum test fleet size is 20 vehicles. Half of the vehicles tested must be included in the normal emitter sub-fleet and half of the vehicles tested must be in the higher emitter sub-fleet. If additional vehicles are tested beyond the minimum of twenty vehicles, the additional vehicles shall be distributed

equally between the normal and higher emitter sub-fleets.

(4) For each emitter group sub-fleet,  $70 \pm 9.5\%$  of the sub-fleet must be LDVs, &  $30 \pm 9.5\%$  must be LDTs. LDTs include light-duty trucks class 1 (LDT1), and light-duty trucks class 2 (LDT2) up to 8500 lbs GVWR.

**§ 80.61 [Reserved]****§ 80.62 Vehicle test procedures to place vehicles in emitter group sub-fleets.**

One of the two following test procedures must be used to screen candidate vehicles for their exhaust THC emissions to place them within the emitter group sub-fleets in accordance with the requirements of § 80.60.

(a) Candidate vehicles may be tested for their exhaust THC emissions using the Federal test procedure as detailed in 40 CFR part 86, with gasoline conforming to requirements detailed in 40 CFR 86.113–90. The results shall be used in accordance with the requirements in

§ 80.60 to place the vehicles within their respective emitter groups.

(b) Alternatively, candidate vehicles may be screened for their exhaust THC emissions with the IM240 short test procedure.<sup>1</sup> The results from the IM240 shall be converted into results comparable with the standard exhaust FTP as detailed in this paragraph (b) to place the vehicles within their respective emitter groups in accordance with the requirements of § 80.60.

(1) A candidate vehicle with IM240 test results <0.367 grams THC per vehicle mile shall be classified as a normal emitter.

(2) A candidate vehicle with IM240 test results ≥0.367 grams THC per vehicle mile shall be classified as a higher emitter.

**§§ 80.63–80.64 [Reserved]**

**§ 80.65 General requirements for refiners, importers, and oxygenate blenders.**

(a) *Date requirements begin.* The requirements of this subpart D apply to all gasoline produced, imported, transported, stored, sold, or dispensed:

(1) At any location other than retail outlets and wholesale purchaser-consumer facilities on or after December 1, 1994; and

(2) At any location on or after January 1, 1995.

(b) *Certification of gasoline and RBOB.* Gasoline or RBOB sold or dispensed in a covered area must be certified under § 80.40.

(c) *Standards must be met on either a per-gallon or on an average basis.* (1) Any refiner or importer, for each batch of reformulated gasoline or RBOB it produces or imports, shall meet:

(i) Those standards and requirements it designated under paragraph (d) of this section for per-gallon compliance on a per-gallon basis; and

(ii) Those standards and requirements it designated under paragraph (d) of this section for average compliance on an average basis over the applicable averaging period; except that

(iii) Refiners and importers are not required to meet the oxygen standard for RBOB.

(2) Any oxygenate blender, for each batch of reformulated gasoline it produces by blending oxygenate with RBOB shall, subsequent to the addition of oxygenate, meet the oxygen standard either per-gallon or average over the applicable averaging period.

(3)(i) For each averaging period, and separately for each parameter that may be met either per-gallon or on average, any refiner shall designate for each refinery, and any importer or oxygenate blender shall designate, its gasoline or RBOB as being subject to the standard applicable to that parameter on either a per-gallon or average basis. For any specific averaging period and parameter all batches of gasoline or RBOB shall be designated as being subject to the per-gallon standard, or all batches of gasoline and RBOB shall be designated as being subject to the average standard. For any specific averaging period and parameter a refiner for a refinery, or any importer or oxygenate blender, may not designate certain batches as being subject to the per-gallon standard and others as being subject to the average standard.

(ii) In the event any refiner for a refinery, or any importer or oxygenate blender, fails to meet the requirements of paragraph (c)(3)(i) of this section and for a specific averaging period and parameter designates certain batches as being subject to the per-gallon standard and others as being subject to the average standard, all batches produced or imported during the averaging period that were designated as being subject to the average standard shall, *ab initio*, be redesignated as being subject to the per-gallon standard. This redesignation shall apply regardless of whether the batches in question met or failed to meet the per-gallon standard for the parameter in question.

(d) *Designation of gasoline.* Any refiner or importer of gasoline shall designate the gasoline it produces or imports as follows:

(1) All gasoline produced or imported shall be properly designated as either reformulated or conventional gasoline, or as RBOB.

<sup>1</sup>EPA Technical Report EPA-AA-TSS-91-1. Copies may be obtained by ordering publication number PB92104405 from the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161.